THE MERITS OF AMERICAN RAILROADS.

THE AMERICAN RAILWAY: Its Construction, Development, Management and Appliances; Octavo, pp. 456. Charles Scribner's Sons.

There is scarcely an institution in any civilized country to-day that sustains such intimate and varied relations with the public as the railroad. We are all buyers of some sort of merchandise, and most of us are producers also. The railroad collects and distributes the great bulk of it. An increasing proportion of the population travels every year, and the principal agent of passener transportation is the railroad. Again, whatever a man's station in life, high or low, he receives letters and newspapers from other parts of his own country, and perhaps from foreign The railroad brings the mail to him, and takes it away. Our material civilization has received an incalculable stimulus and development from this one source.

American railways enjoy distinction, compared with those of other countries, in many respects. In the first place, we have a vastly greater mileage. Nearly ten years ago we had rails enough in the United States to reach twelve times around the globe at the equator, and at present the amount must be much greater. Our tilways employ an army of 2,500,000 men, to say nothing of car-building and repairing, the construction of locomotives, the rolling of rails and bridge material and other related industries. By the enormous development of the Western farming regions (supplemented, however, by the invention of farm machinery), not only have our Eastern agriculturists been somewhat unfavorably affected, but, it is alleged with much show of reason, landlordism in Ireland and England has been undermined also.

The fundamental idea of reducing friction on a road by laying rails for a wheeled vehicle originated abroad; so did the suggestion that a steam engine might do the work of horses in hauling. But in the practical solution of the problems thus created, one after another, and in the perfection of the system as a whole, America has done wonders. The early type of railway car, for instance, was modelled after the stage coach, and was provided with only four It was on this side of the Atlantic that the practice originated of building a long car and putting under each end of it a truck which carried its load on a central pivot. We Yankees were the first, too, to put such a device, which experts call a "bogie," under a locomotive. Thus our rolling stock was much better adapted to rounding curves on a road. In the addition of toilet conveniences, the provision for sleeping and eating while on a journey, and the general promotion of comfort and convenience while travelling, this country has led the whole world. The air-brake and automatic coupler, the one greatly reducing the dangers of railway travel and the other diminishing the injury done to train hands, are American inventions. In the adoption of the cantilever system of bridge construction, the boldness of our grades and curves, the power of our locomotives, the use of a baggage-check, and many other features of our railway practice, this country has helped to educate all others.

Several years ago, recognizing the popular character of this topic, the Scribners secured a series of papers on different phases of it from such authorities as Thomas Curtis Clarke, John Bogart, Horace Porter, Benjamin Norton, Arthur T. Hadley, Thomas L. James and Charles Francis Adams. These were first printed in the magazine. They are now republished in a single, copiously illustrated and attractive volume. Even those chapters which deal with engineering, mechanical, financial and economic questions are written in an intelligible fashion, but the work is mainly descriptive, and it introduces a good deal of incident and no little humor. The development of the railway from the days when Stephenson sent a horseman ahead of his engine to warn people of danger, and when Peter Cooper boasted of beating an old gray horse which competed with his experimental locomotive, to the era of ninety-ton en-

cleared of many useless details, were destined to

Professor Oliver J. Thatcher's "A Short History of Mediaval Europe" (Charles Scribner's Sons) is a very convenient and useful book and deserves to find a place in every scheme of elementary histor-

In "The Covenanter, the Cavaller and the Puritan" (Cincinnati: The Robert Clarke Company). Oliver Perry Temple, of Tennessee, makes a strong plea for the Scotch-Irish people as the true founders of liberty in America. He contrasts their mode of life as scattered farmers and pioneers with the compact commercial life of the Puritans and the social aristocracy of the Cavaller class in Virginia. In addition to his own thoughts on the subject, Judge Temple gives by quotation a pretty complete summary of the views of other authors.

The fourth volume of 'The Life and Correspondence of Rufus King" (G. P. Putnam's Sons), edited by his grandson, Charles R. King, M. D., LL. D., covers the period from 1801 to 1806, inclusive. One of the most interesting portions relates to the fatal duel between Hamilton and Burr. King was accused by his enemies of falling to prevent this affair when he might have done so, and then of going away from New-York when he saw it was inevitable, so as to avoid political consequences. These accusations seem rather small at the present day, when nearly all political battles are fought by backbiting. But Dr. King shows that his grandfather was opposed to duelling, that he argued with Hamilton against a fight with Burr, though he was not really consulted on that point, as Hamilton's mind was made up. His advice to Hamilton was that no general explanation was due to Burr, that a demand of this kind must specify particulars; that there ought to be no duel, but if there were Hamilton should forego his expressed intention of firing in the air. King went to Boston shortly after his conversation with Hamilton on a journey he had contemplated for some months, and on this fact is based a charge that he was cold-hearted. But nobody seems able to specify what he could have accomplished by remaining near Hamilton after the latter had decided

"The Writings of Thomas Jefferson" (G. P. Put-nam's Sons), collected and edited by Paul Leicester Ford, have in the eighth volume reached the period of Jefferson's Presidency. The volume begins with he first draft of the President's inaugural address. the first draft of the President's inaugural address. It includes papers on the expedition of Lewis and Clark and on the conspiracy of Burr, the proclamation against that plotter coming almost at the end. It also includes papers relative to the purchase of Louisians. Thus it yields in importance to none of

while we are taken about minerous extensions all sorts of books which are worthless, we do well to notice that a pretty solid bit of history, Mr. Griffis's "Corea, the Hermit Nation," (Charles Scribner's Sons) has reached its sixth edition. Becatice general revision and enlargement, there is an

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as far as possible from a Single Piece of Silver, little solder being used, each piece bearing the marks of highly trained skill and patient care, are the goods shown at the Fall Exhibition of

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added chapter on Corea in 1897 which shows that the country is rapidly changing, and that the word "hermit" is no longer applicable.

Professor Schouler's "Constitutional Studies, State and Federal," (Dodd, Mead & Co.) is really State and Federal," (Dodd, Mead & Co.) is really wonderful for its compactness. By means of care-ful classification, every important detail of Amer-ican constitution-making is discussed in its place. The author does not condemn the voluminous State constitutions of recent times. On the contrary, he thinks them the legitimate result of expansion in the life of the States. He finds that the people are not radical, but conservative. For the Nation at large he sees two perils in future. One of these is the annexation of countries unfit in population for self-government; the other lies in "the excrescent growth of political agencies for organizing the massing cohorts for the candidates and making selfish spoils of the public patronage."

A new proof of the interest felt in Oriental affairs is afforded by Frederick Wells Williams's reprint of the historical part of S. Wells Williams's famous book, "The Middle Kingdom." The new book is entitled "A History of China" (Charles Scribner's Sons), and it fills a vacant place because of its convenient size, though the editor is not justified in gnoring the work of Boulger in order to say that there is no fair account of political and social China in the English language. The main trouble is with the present dynasty, and here the defect is due to the Chinese habit of waiting till a dynasty passe. away before writing out its history in a connecte and authoritative way. Foreigners cannot get at the material, and the Chinese will not touch it till they are ready. But Mr. Williams looks for rapid changes in Chinese conservatism. He points out that the nation, as distinguished from the Government, is already prepared for Western improve-ments. The dynasty is merely awaiting with Oriental stoicism its inevitable doom. The doubtful element now in Chinese affairs is Russian influence. But this is not the old Russian influence. It comes with money and railroads and telegraph lines, and it has to reckon with the jealous watchfulness of Japan and England.

WELLINGTON BRINGS SUIT.

"THE BALTIMORE AMERICAN" ACCUSED OF CRIMINAL LIBEL.

GENERAL AGNUS PRESENTED FOR INDICTMENT AND \$100,000 DAMAGES ASKED BY THE SENA-TOR-THE PAPER CHARGED HIM WITH

USING PATRONAGE TO INFLUENCE

Baltimore, Nov. 30,-United States Senator George L. Wellington, of this State, appeared before the Grand Jury to-day and charged that he had been criminally libelled by "The Baltimore American," in giving currency to the charge that he was using patronage to influence votes in the election of a United States Senator to succeed Arthur P. Gorman. The Grand Jury presented General Felix Agnus, the publisher and Editor of "The American," for indictment. Later in the day Senator Wellington filed suit against General Agnus personally for \$100,000 damages. "The American" will say to-

palace cars, must necessarily be a subject of great interest. But the story is made doubly fascinating when we are told how "Tom" Scott made his first start in life, what strange adventures a prostac freight car may encounter, and something of the fun and poetry, as well as the hardships, of the railway employe's life.

\*\*NEW BOOKS AND NEW EDITIONS\*\*

Two new volumes in the zeries "The Story of the Nations" (G. P. Putnam's Sons) are "British India," by R. W. Frazer, LL. B., I. C. S., and "Bohemia from the Earliest Times to the Fall of National Independence in 1630; with a Short Summary of Later Events," by C. Edmund Morrias, They are good reading in succession. One is a story of broken ideals, of wars for religion in which nothing was won, and of a long-continued struggle for national language and national literature, which was impeded and often imperilled by national political entanglements. The other is a story of commercial invasion, always successful, with endless wars and a very slow-growing conviction on the part of the conquerors that the converge had any ideals worth noticing. In both cases it seems now as if long-cherished ideals, cleared of many uscless details, were destined to Gonapare. Colonel Charles Marshell, Education of the part of the contents of the Large and the part of the contents of the first part of the contents of the public of the proper of the paper it has had its share of these things, and it has always accepted them and fought them to a finish in the contest for the United States Senatorship in the con

Bonaparte, Colonel Charles Marshall, Edgar H. Gans and William S. Thomas. The trial, which will be pushed and which will probably come off just when the Legislature meets, is expected

off just when the Legislature meets, is expected to be unusually interesting.

The article on which Senator Wellington's actions are based was published in "The American" on Friday, November 26, together with an editorial from "The Washington Post" of the previous day. In the latter Senator Wellington was severely criticised for his conduct as a Senator of the United States and charged with "openly offering to nurchase votes for a Sena-"openly offering to purchase votes for a Sena-torial aspirant through the dispensation of pat-

Senator Wellington recently espoused the cause

Senator Wellington recently espoused the cause of Governor Lloyd Lowndes, who is seeking election to the seat in the United States Senate now occupied by Senator Gorman, whose successor will be chosen by the Legislature which meets on January 5, 1898, at Annapolis. General Agnus said in reference to the suit: "This is libel suit No. 53 against 'The American, of which we have only lost three and only suffered nominal penalities in them. We will meet this suit, as we have met all others, and my attorneys will be instructed to push it. In my opinion, it is merely an attempt to muzzle the press in view of the coming contest for the Senatorship. 'The American' has been very unfriendly to Senator Wellington's interests in that matter, and the hard hits given him, in my opinion, greatly reduced his power. 'The American,' howter, and the hard hits given him, in my opinion, greatly reduced his power. The American, however, will continue to publish the news of this contest as it proceeds, whether Mr. Wellington Wellington declined to discuss the

INSPECTED BY GENERAL MILES.

matter.

ANOTHER APPROPRIATION NEEDED FOR THE

FORTIFICATIONS NEAR PHILADELPHIA. Philadelphia, Nov. 20.-The fortifications at Fort Delaware and those on either side of the river at Delaware City, Del., and Finn's Point, N. J., which Delaware and those on enter since in the first at Delaware City, Del., and Finn's Point, N. J., which have been in course of construction for many months, and which are relied upon in case of war to defend Pulladelphia from invasion, were to-day officially inspected by General Nelson A. Miles, Commander-in-Chief of the United States Army. Governor Hastings, who had expected to accompany the General, was unable to do so, being detained at Harrisburg by the illness of his wife. The result of General Miles's inspection will not be made known until he makes his official report.

The General said that the amount expended in fortifying the Delaware at this point already amounts to upward of \$1,000,000, but Congress will be asked to appropriate another million with which to complete the work. He added that with this money all the fortifications could be completed in from six months to a year after the appropriation is made.

WAR ON COLORED POSTMASTERS.

Columbia, S. C., Nov. 20 (Special).—Particulars of the wounding of Thomas Braveboy, colored, assist-ant postmaster at Lake City, of which complaint ant postmaster at Lake City, of which complaint was made to the Department in Washington, were received here to-night. The official was fired on when leaving the postoffice late at night, in company with two ministers. The assailants were not seen by the negroes. A gun loaded with buckshot was used, four shot laking effect in Braveboy. The negroes believe it was done by whites because of the place the man held. He is not mortally hurt.

THE FRANCHISE GRANTED.

SUCCESS OF THE APPLICATION OF THE PELHAM PARK RAILROAD COMPANY.

WENTY-FIVE ALDERMEN VOTE FOR IT AND ONLY THREE AGAINST IT-OPPOSITION OF PROPERTY-OWNERS DISREGARDED-A

POSSIBILITY THAT THE COMPANY

The Board of Aldermen yesterday voted to grant the application of the Pelham Park Railroad Com-pany for a franchise for a railroad through Pelham Bay Park, along the Shore road and across the long and narrow Pelham bridge. As told in The Tribune yesterday, it was upon that application the Railroad Committee of the Aldermen gave a public hearing on Monday when property-owners and their representatives appeared to protest against the granting of such a franchise. It was explained then that a trolley road as shown in the plans accom-panying the application would ruin the only fine drive in the Pelham Bay Park and obstruct travel on the Pelham bridge. Yesterday other objections to the trolley plan were presented, but a majority of the Railroad Committee had signed a favorable of the Railroad Committee had signed a favorative report, and the resolution to grant the franchise was passed by a vote of twenty-five in the affirmative to three in the negative. Later, after being amended, the resolution was passed again, only four

The action of the Board of Aldermen, however, does not mean that the trolley company will get the franchise to spoil the Shore road in the Park. It is probable that the Mayor will veto the resolution and that the present Board of Aldermen will go out of power before they can take action to override the veto. There is a question as to the legal right of the Aldermen to grant the franchise in the way they voted to grant it. The consent of the Park Commissioners, it is believed, would have to be obtained before the trolley road could go through the Park, franchise or no franchise, and the Park Commissioners are strongly opposed to having a fine drive which cost about \$60,000 spoiled by a trolley road.

DID NOT SIGN IT. When the report of the Railroad Committee was read to the Aldermen yesterday it was noticed that Aldermen Hall and Goodman, members of the com-mittee, had not signed the report. Alderman Hall moved to have the report laid over for a week and printed. He pointed our some errors in the resolution to grant the franchise, and said that the Alder men were restrained by an injunction of the Su-preme Court to act on the Kingsbridge extension franchise on a question that might apply to the Pel-ham Park Railroad Company's application. Alderthe right, under recent decisions of the courts, to proposed in the resolution to grant the franchise. President Jeroloman said he had taken the advice of ome of the best lawyers in the city, and they all were agreed that the Aldermen, as the law stood, did not have the right to grant a franchise for a limited term before the Greater New-York charter went into full effect on January 1. Mr. Goodman also raised the point that the consent of the Park Commissioners would have to be obtained before the franchise, if granted by the Aldermen, would be of

and the resolution to grant the franchise was adopted, President Jeroloman, Alderman Hall and Alderman Goodman alone voting against it. After the vote was announced there was some more discussion as to the power of the Aldermen to grant the franchise for a limited time. The resolution had franchise for a limited time. The resolution had been adopted in the following form:

been adopted in the following form:

Resolved, That the consent of the Common Council is hereby given to the Pelaam Park Raliroad Company to extend, build, construct, maintain and operate a raliroad for public use and conveyance of persons and properties in cars for compensation over, along and through the following streets, avenues and highways: Commencing at the junction of the road from Bartow to City Island with the road known as the Shore Road, or road to Pelham, north along said Shore Road, or road to Pelham, to the city line at Pelham Manor.

CONDITIONS OF THE GRANT. Resolved. That this consent is granted upon the

collowing conditions:

First—That the right, franchise an privilege of using the strents and avenues as so specified shall be sold at upublic auction, as provided by law. That he corporation operating said road shall not charge any passenger more than five cents for any continuous ride from any point point on its road, or on any road, line or branch operated by it or unter its control.

or on any road, line or branch operated by it or under its control.

Second-Thut the company receiving the franchise and operating said railroad shall at all times keep the street between its tracks and two feet beyond the outer rail on each sile of the street clean and free from dirt or snow, and shall pave the street along the route between the rails of its tracks and two feet on either side of the tracks, and conform in all respects with the character of the pavement laid down on said street or streets, and keep the same in repair. If not so done, the Commissioner of Street improvements of the Twenty-third and Twenty-fourth Wards, or any other officer designated by law to perform the work of said commissioner, shall have it done at the expense of said railroad company, the amount to be collected by

Commissioner, shall have it done at the expense of said railroad company, the amount to be collected by the Controller under due process of law.

Third—That at the end of twenty-five years the said company, after a revaluation, shall have the privilege of acquiring the same rights by paying the additional valuation; or, that in case the city or some other corporation shall procure the same, then the Pelham Park Railroad Company shall be reimbursed the amount of the cost of building said railroad.

MR. O'BRIEN'S RESOLUTION

Alderman O'Brien thought that some provision should be inserted to protect the trolley company in case the courts decided against the right of the Aldermen to grant a franchise in perpetuity. He offered the following, to be tacked on to the third provision:

provision:

But in the event of the courts' decreeing that under the provision of the charter of Greater New-York, the Board has not the power to grant to the said railroad company the consent in perpetuity, then, that the consent so given by the Common Council shail exist, obtain and be vested in same company for the period of twenty-five years. Despite the suggestion of Alderman Goodman

that the addition was superfluous, it was passed. The report on the Westchester branch of the road was the same, excepting, as to the route.
This branch is to begin "at the junction of the
road from Bartow to City Island and the road
known as the Shore Road, to Pelham; thence goutherly along the Shore Road or road to Pelham to Pelham Bridge, over said Pelham bridge, continuing south on the road to Pelham to the junc-tion of said road with the Eastern Boulevard, and continuing over said Pelham or Shore Road to the road to Fort Schuyler and Main-st., West Chester.

Later Alderman Onkley had the vote on the franchise resolution reconsidered to permit him to introduce an amendment to make the franchise one in perpetuity in case the courts decided that the Board still had the power to grant a perpetual franchise. The amendment was passed, as follows: "But should said courts decide that the power of the Board has not been limited by the provisions of the charter, then the same consent shall be in perpetually."

the charter, then the same consent shall be in perpetuity.

This was a chance for a new opposition by Alderman Hall.

"How about municipal ownership?" he asked of Alderman Oakley, with a laugh?

"As Judge Jeroloman says, we'll cross that bridge when we come to it," was the answer.

"The Board is now taking the position that it will give away the franchise if it can," declared Alderman Hall.

"The intent of the amendment is to provide in case the courts decide in such a way that the twenty-five-year limit is illegal," replied Mr. Oak-ley.

ey.

"How do you reconcile this with your platform thout municipal ownership?" again demanded

"How do you reconcile this with your platform about municipal ownership?" again demanded Alderman Hall.
"That's easy enough to answer," interrupted Alderman Goodman before Alderman Oakley could answer. "The election is over."
You bet the election is over. You fellows on the other side ought to know that," was the answering saily of Alderman Noonan.
The resolutions granting the franchise for the first branch, so amended, were passed, Alderman Ware voting "aye," although the franchise was to be in perpetuity, if possible, Alderman Hall and Goodman and President Jeroloman were the only votes against it. On the vote for the second branch of the road, Alderman Ware voted "no."

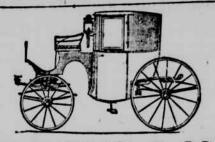
MAY NOT GET IT. President Jeroloman said, after the meeting, that he did not think the trolley company would get the franchise. "The Mayor," he said, "probably will be advised by the Corporation Counsel that the action of the Aidermen was in conflict with the law. Then the Mayor may hold the resolution

for fourteen days, and send it back with a veto. Under the rules the resolution will have to lie over for fifteen days longer before it could be passed over the Mayor's veto. By that time it would be too late for the present Board of Alder-

would be too late for the present Board of Aldermen to act."

Edward Mitchell, who was appointed to fill the vacancy created by the death of Park Commissioner W. A. Stiles, when seen at his office yesterday by a Tribune reporter, expressed himself strongly as opposed to the granting of a franchise to the Pelham Park Railway Company.

"I am unalterably opposed to the granting of such a franchise, said Mr. Mitchell, "and especially opposed to granting such a franchise for the use of the Shore Road just completed by the city. It would have been just as monstrous to have granted franchises for street cars to run along the parkawys of Central Park when that was laid out in 1865. There is no demand for such a road, in the first place, and the projectors of the scheme



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merely want to prepare themselves for a time when the population in that district will be much greater than it is now. The building of such a read along that heautiful driveway would be a blot on the park system. One of the most attractive features of our park system is that one may drive or ride a horse or a bleyels through Central Park or Riverside Drive through the entire park system over good roads. Sithout being inconvenienced by the incursions of street cars of any kind. The building of a trolley line on the Shore Road would mar the system. No, you cay that I am unalterably opposed to any such plan."

THE AMSTERDAM-AVE HEARING.

It is expected that there will be an unusually large attendance at the hearing before the Rati-road Committee of the Board of Aldermen at 2 p. m. to-day in the City Hall, on account of the opposition to the plan of having four street-railav tracks for electric cars in Amsterdam-ave Association for the Public Control of Franchises, of the Knights of Labor and of the Central Labor union will be present, and it is understood that experts will testify as to the danger of four underground trolley conductors shedding electricity, the danger of the water pipes being rotted by electrolysis, and the menace to the lives of people in the avenue if four lines of trolley-cars are allowed to run close to each other.

AS TO PAVEMENTS.

From The Chicago News. Hakins-They say tophet is paved with good intentions.

Dawson—And I wonder if they, too, have to rip
up the pavement every time anybody gets ready to
put in a hollow promise?

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An account of the apparatus and methods used in the production of animated pictures in the cinematograph, biograph, etc. ARE THERE PLANETS AMONG THE STARS? Garrett P. Servisa.

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to Gibraitar, Naples and Genoa.

#Fulda....Dec. 4, 10 AM (Kaiser W. H.Dec. 50, 10 AM
A.Victoria, Dec. 11, 10 AM (Normannia, Jan. 4, 10 AM
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HAMBURG-AMERICAN

(Lond.), Cherbourg (Paris), and Hamburg.

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Twin-Screw Mail Service, N. Y.—Hamburg direct.

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Leaving New York January 27, 1898, for Madeira, Gibrailar, Malaga (Granada Alhambra), Ajgiers, Genoa, Villefranche (Nice), Birotta (Tunis) Alexandria (Cairo and Fyramids), Jaffa (Jerusalem and Dead Sea), Beyrouth (Damasseus), Constantinople, Athens, Canca (Crete), Palermo, Naples, Genoa, Duration, 69 days: rates, \$450 and upward. All appointments strictly first-class.

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Westernland Dec. 1, noon Noordland Dec. 15, noon Southwark Dec. 8 9 A. M. Friesland, Dec. 22, noon INTERNATIONAL NAVIGATION COMPANY, Plers 14 and 15, North River, Office, 9 Bawling Green.

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CANADIAN PACIFIC RAILWAY. TO JAPAN AND GHINA. EMPRESS OF CHINA Dec. 6, Feb'y 25
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CUNARD LINE. A. TO LIVERPOOL VIA QUEENSTOWN.

From Pier 40. N. R., foot of Clarkson St.

Etruria ... Dec. 4, 2 P. M. | Lucania ... Dec. 28, 6:30 P. M.

Campania Dec. 11, 6:30 A.M. Etruria ... Jan. 1, noon

Umbria Dec. 18, noon Aurania ... Jan. 8

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WHITE STAR LINE. A.-Adriatic... Dec. 1. noon Majestic... Dec. 28, noon Germanic... Dec. 8, noon Germanic... Jan. 5, noon Teutonic... Jan. 12, noon Britannic... Jan. 12, noon Britannic... Jan. 18, noon Britannic... Jan. 19, noon NO COUTON CARRIED BY PASSENGER STEAMERS.

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La Touraine. Dec. 4 La Normanile. Dec. 55

La Bretagne. Dec. 11 La Champagne. Jan. 8

La Gascone. Dec. 18 La Dretagne. Jan. 8

ist-class passage N. Y.-Paris \$50, and upwards.

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The only Steamer Line to CHARLESTON, S. C., and JACKSONVILLE, FLORIDA, WITHOUT CHANGE.

Reduced Winter Excursion rates now in effect.

COMANCIE. F. Dec. 3: PROQUOIS. Wed., Dec. 3: EEMINOLE. Thes. Dec 7: ALGONQUIN. Fri., Dec. 10: From Pier 29. East River (foot Reguevelt St.), 3: P. M. WM. P. CLYDE & CO., General Agents, S. W. M. P. CLYDE & CO., General Agents, Great S. Freight and Passenger Line, via Jacks.mville.

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STRAIGHT and BOUND TRUP Tickets issued to an
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ALLIANCA...Dec. 10, noon ADVANCE...Dec. 20, noon For rates apply at Company's office, Dec. 20, noon R. L. WALKER, Traffic Manager.

TO VENEZUELA. TO VENEZUELA.

Steamers of the RED "D" LINE, under mail contract with the United States Government, are appointed to sail from Robert pier, Brooklyn.

For La Gusyra for Caracas, Puerto Cabello, Curacao SS. CARACAS and Maracaibo, via Curacao.

SS. CARACAS SAUTHAY, December 4, 1 p. m. SS. VENEZUELA.

Tuesday, December 14, 1 p. m. SS. PHILADELPHIA.

Turrday, December 23, 1 p. m. BOULTON, BLISS & DALLETT.

General Managers, No. 135 Front St.

Amusements. A GREAT SUCCESS.

-N. Y. HERALD. WHITE HEATHER. To-day & Sat. 2. Eve. 8:15. MAY IRWIN.

CASINO! 3D WEEK! The New Comic Opera! "1996 Revised Edition! New Songs! "1996

Y'S Every evening this week, 8:16.
Matiness To-day and Saturday, a
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TAMING THE SHREW.

MISS ADA REHAN Next week: The new farcical comedy

GARDEN THEATRE. 27th St. & Madison Ave.
Charles Frohman and David Belasco Present
LOTTIE FIRST
COLLINS. BORN. SUMMER.
Evenings, 8:39. Mat. Saturday, 2:15.

GARRICK THEATRE. Sith-st. near B'wap.
MAUDE Mais. To-day and aturday.
MAUDE THE LITTLE MINISTER.
ADAMS THE LITTLE MINISTER.
ADAMS Evenings, 8:29. Mats. 2:15. Mats. To-day and aturday.
THE LITTLE MINISTER.
Evenings, 8:20. Mats. 2:15.

PIANO RECITAL.

HOYT'S THEATRE. 24TH ST., NEAR B'WAY. Evgs. 5:30-Mars. To-day and Sat. 2:15.

KNICKERBOCKER. BROADWAY, COR. 85TH ST. MATINEE SATURDAY, 2:15. MR. N. C. GOODWIN-AN AMERICAN CITIZEN.

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MARIE LLOYD and other foreign stars.

Next Sund. Dec. 5. SECOND POPULAR CONCERT. LYCEUM THEATRE. 4th-av. & 23d-st. Begins 8:15.
LYCEUM THEATRE. Daniel Frohman....Manager
LYCEUM THEATRE. Matiness Thursday & Sat.
THE PRINCESS AND THE BITTERFLY.
THE PRINCESS AND THE BITTERFLY.
By the author of "The Amazons," "Sweet Lavender," etc.

SUNDAY, DEC. 5TH, 8:15 P. M., Gerary Pugno Blauvelt

METROPOLITAN OPERA HOUSE. The Subscription Sale for the Senson of

WALTER DAMROSCH and C. A. ELLIS, NOW open at the Metropolitan Opera House. A redition of fifteen per cent. will be made to subscribers the reason.

N. W. cor. 234 St. and 4th Ave. PRESBYTERIAN HALL, ORGAN RECITALS. 

Thursday evig. Dec. 2. at 8:1 Monday aft., Dec. 6. at 2:30. Mr. and Mrs. Georg Henschel. Res seats. at Schuberth's, 23 Union Square.

PASTOR'S CONTINUOUS PERFORMANCE, 12:30 to 11 P. M. Sents, 20 and 30 cents. MILTON AND DOLLIE NOBLES.

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TO-NIGHT, FAREWELL PERFORMANCE OF
VESTA TILLEY AND THE
VESTA TILLEY GLAO HAND,
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TO-MORROW NIGHT, NEW BURLESQUE,
POUSSE CAFE; OR, THE WORST BORN,

GARRETT P. SERVISS.

14TH ST. THEATRE, near 6th av. Mats. Wed. and Sat. ANDREW MACK.
Big Hit, AN IRISH GENTLEMAN.

TREASURY DEPARTMENT, Washington, D.

C. November 17th, 1897.—Sealed proposals are hereby invited and will be received at this Department until 2 o'clock P. M. Tuesday, January 11, 1898, at which time and place they will be opened in the presence of attending bilders, for the building by contract of one composite (steel and wood) Steam Propeller, for the U. S. Coast and Gestel and wood) Steam Propeller, for the U. S. Coast and Gestel Survey for service in Alaska and the building and completion of this vessel is One Hundred and Twenty-with Thousand Dollars (\$125,000). Said vessel is to be constructed in accordance with plans and specifications provided by the U. S. COAST AND GEODETIC SURVEY OFFICE after December 7, 1897. Proposals will be considered only from such an and a proposal contract, and the survey of the Treasury that they are possessed of the Secretary of the Treasury that they are possessed of the Secretary of the Treasury that they are possessed of the Secretary of the Treasury that they are possessed of the Secretary of the Treasury that they are possessed of the Secretary of the Treasury that they are possessed of the secretary of the Treasury that they are possessed of the secretary of the Treasury that they are possessed of the secretary of the Treasury that they are possessed of the work. Excited proposal and specifications. Contractor's plans and specifications differing from those of the Department will, however, be considered. The said vessel must be completed and delivered on or before February 1, 1899, Bidders are informed with a considered. The said vessel must be completed and delivered on the order of the urgent need of speedy delivery element of time to be consumed in her construction will be given consideration in determining the award with a cash deposit or certified check of speedy delivery of the Secretary of the Treasury, in the sum of Five Thousand Dollars (\$5,000). The certified check of the order of the Secretary of the Resource of the Secretary of the successful bidder will be r TREASURY DEPARTMENT, Washington, D.

DREW.

THEATRE.

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Matinees To-day and Saturday,
A MARRIAGE OF CONVENIENCE.

Evenings, 8:30. Matinees, 2:15.

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OPERA HOUSE.

| Eve. 8:13. Mat. Sat. 2. George
Edwarder London Galety Theatre Co., "IN TOWN." HOWARD FORRER PEIRCE.

Herald Sqr. Thea. Evs., 8:15. Mats. To-day & Sat., 2:15.
RICE'S "THE FRENCH MAID."
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100TH PERFORMANCE DEC. 15 ISOUVENIRS).
IRVING PLACE THEATRE.
Tonight, STRAUSS' latest operetta,
WALDMEISTER.
JULIE KOPACSY and Star
JULIE KOPACSY Cast.

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CRAND OPERA in French, German, and Italian,

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Dec. 6th, Richards and Canfield in "MY BOYS."

J. Fred. WOLLE,

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PLEASURE PALACE. 58th and 3d-ave. 1.30 & 7 p. m.
Bobby Gaylor, Merri Osborne, Charles T. Aldrich.
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Lectures and Meetings. THE ANNUAL RECEPTION of the HOME FOR OLD MEN AND AGED COUPLES will be held at the "HOME," 112th Street and Amsterdam Ave nue, Wednesday, December 1st, from 2 to 5 p. m. Droposals.